

PRIVATE OWNER WATER TANK WAGON CC 48442

This tank wagon was originally built for the Esso Petroleum Company by Hurst Nelson and Company Ltd in Motherwell, Scotland in 1959 to Diagram 6/668. The 2 axle chassis, having a wheelbase of 15 ft, held a tank designed for Class B traffic. This covered the less volatile fluids such as lubricating oils, fuel oils for oil burning boilers, gas oil (sometimes known as 'Red' diesel for non-road use) or diesel (derv) for lorries, buses and other road users.

When it was outshopped in 1959 the vehicle had number 3770 but this vacuum braked tank wagon was renumbered № 43770 when registered for use by ESSO (Registration Number BRSc 957). They were fitted with shoe suspension and a bottom discharge outlet for the tank normally painted in an all over black livery during the late 1950s/early 1960s. However, there was some evidence that the original livery may well have been Shell Mex.

It was loaded using the top cover and, to assist in this, had a ladder going up either side. The completed wagon weighed 12 Tons 9 cwt when empty and the tank could contain up to 22 Tons of one of the above fluids. This meant it had a Gross Laden Weight (GLW) of 35 Tons. The four wheel chassis had a 15 ft wheelbase and vacuum brakes were fitted from new. When British Rail introduced the TOPS system these vehicles were coded TSV. This indicated a Private Owner 2 axle tank wagon with a GLW of between 30 and 39 tonnes equipped with vacuum brakes.

It was used for many years but, at some stage, was declared surplus to requirements when deliveries were taken over by more modern air-braked stock. At some stage 43770 was purchased by the Chipman Chemical Company Ltd of Horsham, West Sussex and converted to a water carrier. They converted it for use carrying water for their weed killing trains and was allocated the BR TOPS number CC 48442.

Chipman's had supplied spraying equipment and chemicals to the Southern Railway (SR), from 1935, who used their own trains at the time. SR had started experimenting with weed-killer in 1931 using sodium chlorate and Occysol. Then they changed from pure sodium chlorate to a mixture of sodium chlorate and calcium chloride sold under the name of Altacide. This was less highly inflammable than simple sodium chlorate as the latter got soaked into the PWV men's clothing with obvious implications for fire risk.

This arrangement continued until around the mid 1960's when the whole Southern Region contract was assigned to Chipman's. As part of the arrangement, they had to provide their own train which was based at sidings near their headquarters in Horsham.

We have been unable to ascertain any weed killing duties undertaken with this vehicle but we do know that it was involved in this work for a number of years.

It was purchased and moved to the Swanage Railway in the Autumn of 1982. It retains the Chipman Chemical's black livery, and traces of both it's former numbers, being used as a spare water supply for locos during Steam Galas, etc. Nominally it is based at Norden.